

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12;
per annum. Postage to any part of
the World, \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NOW ON SALE:
THE
 DIRECTORY & CHRONICLE
FOR 1906.

Complete Edition \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 14,969, 號九十六百九千四萬一第 日十初月三年二十三緒光 HONGKONG, TUESDAY, APRIL 3RD, 1906. 二拜禮 號三月四年六零百九千一英港香 PRICE, \$3 PER MONTH.



SPECIAL

"BULL DOG" BRAND
STOUT & ALE
IN SPLITS.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

[a1342]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks, \$75 per cask or Factory.
In Bags 250 lbs, \$2.50 per bag or Factory.

SHewan, TOMEs & CO.,
General Managers.

Hongkong, 1st October, 1905.

[a271]

EMPLOYMENT WANTED.

A BOOKKEEPER being desirous of
occupying his leisure hours in open to
engagement after 5.30 P.M.

Address by Letter to— "S."
Care of "Daily Press" Office,
Hongkong, 14th March, 1906.

[a651]

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER
TAKEN. Charges moderate.
F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor),
Hongkong, 25th October, 1905.

[19]

CHINESE IMPERIAL GOVERNMENT
SEVEN PER CENT.

SILVER LOAN OF 1896, E.

39TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS
of this LOAN will be Payable at the
Offices of the Corporation on or after the 31st
March, 1906.

List of Drawn Bonds can be obtained on
application to the undersigned.

FOR THE HONGKONG & SHANGHAI
BANKING CORPORATION,
Agents issuing the Loan,
J. H. M. SMITH,
Chief Manager.

Hongkong, 30th March, 1906.

[760]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 minutes.
6.00 a.m. to 8.00 a.m. Every 15 minutes.
6.00 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 12.30 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.00 p.m. Every 10 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. & 9.00 a.m. 8.45 to 11.15 p.m.
every 4 hours.

SATURDAYS.

Extra cars at 11.30 a.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
3.30 p.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 11.15 p.m. Every half hour.

SPECIAL CARS by arrangement of the Com
pany's Office, Alexandra Buildings, Des Voe
Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 18th July, 1906.

[769]

FOR SALE

FOR SALE.

AT THE PEAK.

A N ELEVEN-ROOMED HOUSE, with
Dressing, Drying and Bathrooms; dis
tant thirteen minutes by chair from the Town;
fitted with superior baths and with hot
and cold water; large Kitchen; Laundry and
Servants' Quarters. Can be used as one dwel
ling or divided into two.

For Particulars and Terms, apply to—

SHewan, TOMEs & CO.

Hongkong, 16th March, 1906.

[571]

NOTICE.

GE. FENWICK & CO., LTD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 38; approximate area 43,000
square feet.

For further particulars apply to the Company.

Hongkong, 12th July, 1905.

[136]

LANE, CRAWFORD & CO. TAILORING DEPARTMENT.

NEW SEASON'S GOODS FOR SPRING AND SUMMER.

JUST ARRIVED.

MATERIALS of the VERY LATEST and MOST FASHIONABLE Designs, Con
sisting of:—

CASHMERE, ANGOLAS, TWEEDS, FLANNELS, BLACK and BLUE
SERGES, &c., &c., &c.

SPECIAL TROPICAL DRESS SUITINGS.

ALL ORDERS RECEIVE THE MOST CAREFUL AND PROMPT ATTENTION.
FIT AND STYLE GUARANTEED.

LANE, CRAWFORD & CO.
Hongkong, 27th March, 1906.

[163]

THE LAHMEYER ELECTRICAL CO. LTD.
LONDON.

FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to— SIEMSSEN & CO., SOLE AGENTS FOR CHINA.

[46a]

POTASH WATER.

Per Case of 50 Bottles \$13.00 Per Dozen \$3.50
Per Case of 100 Half Bottles \$23.00 Per Dozen \$3.00
Per Case of 100 Splits \$14.00 Per Dozen \$1.80

MIXES EXCELLENTLY WITH SPIRITS.

TELEPHONE NO. 75.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

Hongkong, 1st March, 1906.

[164]

CHUN SENG.

NO. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA,
TRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited
Hongkong, 27th May, 1906.

[169]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

Per Case.

BRANDY * * * * \$22.50
" * * * 20.00

" * * 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS'
OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL
BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

Per Case.

BRANDY * * * * \$22.50

" * * * 20.00

" * * 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS'
OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL
BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

Per Case.

BRANDY * * * * \$22.50

" * * * 20.00

" * * 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS'
OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL
BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

Per Case.

BRANDY * * * * \$22.50

" * * * 20.00

" * * 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS'
OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL
BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

Per Case.

BRANDY * * * * \$22.50

" * * * 20.00

" * * 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS'
OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL
BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT
MERCHANTS.

BULL DOG BRAND

BOTTLED BY

ROBT. PORTER & CO., LTD.,
LONDON.GUINNESS'
STOUT

PINTS AND SPLITS

LIGHT ALE

A CHARACTERISTIC ENGLISH ALE.

FREE

FROM

SEDIMENT

BRIGHT AND SPARKLING

IN

QUARTS, PINTS AND SPLITS.

SOLE AGENTS:

A. S. WATSON & CO..

LIMITED,

WINE AND SPIRIT MERCHANTS
ALEXANDRA BUILDINGS.

130

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of "Daily Press" should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies. Cash

Telegraphic Address: "Press," Code: A.B.C. 4th Ed

Lobell.

P.O. Box, 33. Telephone No. 12.

BIRTHS.
On March 26th, at Acton, London, the wife of F. E. Parker, of a daughter.

On March 25th, at Shanghai, the wife of T. F. W. Macmillan, of a daughter.

LONDON OFFICE: 104, DES VIEUX RUE, E.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 3RD, 1906.

THE North-China Daily News appears to have been taken to task for publishing mendacious native versions of the recent affair at Nanchang, and our contemporary explains that "No-one could think that when we reprinted the *Nanfangpao*'s dispatches we endorsed them in any way; we merely reprinted them that our readers might know the version that was being circulated to excite an anti-foreign feeling in the Chinese." And to leave no doubt as to its opinion of the mischievous reports referred to, our contemporary said:

We have already expressed a decided opinion, based on all the evidence that came to our knowledge, that the magistrate CHIANG at Nanchang committed suicide, and that no-one in the Roman Catholic Mission had any hand in his death. We know now on the highest authority that this opinion is confirmed by the post-mortem examination, which has left no doubt that it was a case of deliberate suicide.

This, as confirming our own view of the matter, and once for all settling the only material fact, was gratifying reading; but in the same issue of our contemporary there appears a letter from a Protestant missionary which has given us still greater satisfaction. It has raised the community, to which the writer belongs, very considerably in our esteem. "Fairminded" begins,

I am a Protestant—before coming to China a pretty narrow one, I fear. For a good many years I have been a missionary in an interior city of China. At the time of my arrival here the work of my mission was in its early stages and the Catholic propaganda, as usual, older and much more extensive. I had heard and read much about the un-Christian methods employed by the Catholics, and they were more than corroborated to all seeming by the iniquities poured into our ears by the natives with the

most plausible and convincing detail. This priest had knocked a mandarin's hat off in his own parson, that one had dragged a poor man who chanced to offend him through the streets with his queso tied to his horse's tail, etc., etc. Surely men capable of such audacious wickedness were sealing the doom of the very cause they would advance. But I soon found that the community at large by no means accredited all the depravity of the "foreign devils" to the Catholics. In the Protestant hospitals, with all their patronage, eyes were gouged out, and hearts made into foreign medicine.

After pointing out the serious crimes to which repetitions of such nonsense instigates the Chinese proletariat, this missionary remarks, with a shrewdness that some of his colleagues might be the better for possessing, "If we could hear such stories about ourselves, by a little enquiry, how must we be represented to the Catholics?" His missionary and his colleagues decided that co-operation was better than quarrelling, and they learned to esteem their Catholic neighbours most highly, "and to feel that the rumours circulated to their discredit are without foundation." It appears, and it is a very likely thing to happen, that there are Chinese who go

from Catholic to Protestant, and vice versa, little-tattling for personal gain, carrying slander to a quarter in which they cunningly assume it will be favourably received. Unhappily, we know that it has often been so received, and not only received, but passed on, as "evidence collected on the spot." The Protestant missionary whom we have been quoting speaks of "the testimony usually had by Protestant missionaries—native reports." Referring to the Catholic missionaries, and *a propos* Nanchang, we may add, he writes, "As to their principle of procedure in such troubles, it does not appear to me to be so much at variance with our own, as would seem from the partisan reports one hears generally."

On page 5 to-day we reprint a full account of the British Navy Estimates, which reached us by yesterday's mail.

The *Hungshan* afternoon sailings to Macao begin on Monday next, and continue daily thereafter until late September.

The *Singapore Free Press* joins in "chaffing" these Hongkong Volunteers who employ cooies to carry their rifles to the range.

The *Thistle*, gunboat, was commissioned at Devonport by Lieut. R. M. R. West for special service on the China Station. The *Thistle* was last year placed in the list of subsidiary war vessels at Devonport, with a view to being disposed of.

It is reported from Nanking that Viceroy Chou Fu, of that city, is drawing up a memorial for presentation to the Throne asking for the promulgation of an Imperial Edict abolishing the custom of buying and selling children as slaves or for other questionable purposes.

Commencing from March 29th all the Sikh police on night duty in the Shanghai Settlement are armed with carbines and carry fixed bayonets. In view of the numerous armed robberies, this appears a necessary innovation, remarks the *N.C. Daily News*. We hope that was the only reason for it.

The return of visitors to the City Hall Library and Museum for the week ending the 1st April shows that of non-Chinese there were 268 to the Library and 236 to the Museum; and of Chinese 113 to the former and 2,885 to the latter. The Library was, therefore, used by 3,001 persons, and the Museum by 3,171.

The plague return for the three months ending March 31st gives 100 cases, 97 deaths. In the 48 hours succeeding that report, there were five more cases, four of them fatal. One of last week's 27 cases was a European. During the week there were twelve cases of smallpox all Chinese. Eleven of the twelve died.

Prince Eitel Fritz and his bride had a narrow escape on their way to Hubertastock. The bright lamps of the automobile in which the newly-married pair sat dashed the eyes of the horses in a wagon upreaching them. The horses rushed terrified along the road, smashing the window of the autocar, but luckily doing no further damage.

The lists of the H.K.C.C. Tennis Tournament are now on the pavilion board for the Championship, Single Handicaps (A and B class) Double Handicaps and professional pairs. The first rounds must be completed on or before Monday, 10th instant. Owing to the wet state of the ground play was not possible yesterday.

While repairs were being proceeded with on the hospital ship *Meaneer* on Saturday, a hole was knocked in her hull and water leaked in. The patients on board had to be removed, and relays of men from the West Kent Regiment were kept at the pumps, and will continue to pump until the damage can be repaired. The services of a diver will probably be required.

By kind permission of Lieut.-Col. Aitken and Officers 11th Infantry the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4.30 p.m.:—

March "Blue Bell" Dix

"Fra Diavolo" Auber

Waltz "Il Bacio" Ardit

Selection "Plantation Songs and American Melodies" Kappes

Song "By the Fountain" Adams

Round Dance "The Volets" Morris

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

MOROCCO SETTLED SO FAR.

LONDON, April 2nd.

The protocol embodying the agreement by the Powers represented at Morocco was drafted to-day.

NATAL'S CONTINUED
RESENTMENT.

LONDON, April 2nd.

The Natal murderers were executed to-day.

The resentment throughout South Africa, however, still continues.

AMERICAN LABOUR CRISIS.

LONDON, April 2nd.

The strike of American coalminers is now on. Five hundred thousand men have stopped work in Indianapolis.

THE INSTINCT OF FAIRPLAY.

LONDON, April 2nd.

Arrangements are being made to fete Lord Milner at a banquet on Empire Day.

THE BRITISH EXCHEQUER.

LONDON, April 2nd.

The budget surplus for 1905-6, which was estimated to be about a million and a half sterling, has proved to be £3,465,620. The revenue amounted to more than was anticipated.

[REUTER'S SERVICE.]

THE GOVERNMENT'S INTER-
FERENCE IN NATAL.

LONDON, March 31st.

Indignation meetings have been held in Durban and Petermaritzburg, which were thronged. Resolutions were passed determining not to tolerate any meddling in the domestic affairs of the colony.

The papers comment on the double surrender of the Government, to the Labourites and Natal.

(N.C. Daily News Service.)

THE END OF THE CHINESE
REGIMENT.

Wailuku, March 28th.

By order of the War Office the Chinese Regiment is to be disbanded immediately.

[It is suggested that many of these men would make good recruits for the Shanghai (and perhaps Hongkong) police force.—Ed.]

Tls. 210,304.61

I might mention that we have considered it prudent to carry forward a much larger sum than usual, in view of the fact that we shall have to pay dividends during 1906 upon an increased capital, and though we hope to see our revenue expand, we shall require some assistance from the earnings of 1905, in order to maintain the rate you have been accustomed to receive during the past few years.

THE SUSPENDED NEGOTIATIONS.

Peking, March 25th.

The Russo-Chinese negotiations are still suspended. The *Waiwai* has frequently urged the Russian Minister to resume them, but Mr. Pokotiloff continues to postpone them on the plea of his sickness. It is believed, however, that he is intentionally postponing the meetings, while the Russian military authorities are dispatching parties to explore for mines in Manchuria.

THE KAISER ADVISES THE
TRAVELLERS.

Peking, March 28th.

The Chinese Travelling Commissioners have telegraphed that, when the Chinese Minister was received in audience by the Kaiser, His Majesty advised him that every country, but especially China, should have an army and navy sufficiently strong to meet any emergency. The Kaiser also expressed the opinion that there is no necessity for China to introduce any other country's administration.

THE NEW JAPANESE TARIFF.

Tokyo, March 28th.

A compromise has been arrived at in regard to the new Tariff at the joint conference of the two Houses.

THE RAILWAY NATIONALISATION
BILL.

TOKYO, March 28th.

A CLOSURE WITH EMPHASIS.

The House of Peers referred the revised Railway Nationalisation Bill back to the House of Representatives, where an unprecedented scene ensued in consequence of a motion by the Seiyen-ka to divide without further debate, all discussion being already exhausted. The opponents of the measure, despairing of success, retired, and the Bill was thus adopted by an absolute majority of the House.

THE END OF THE SESSION.

Tokyo, March 29th.

The closing ceremony of the Diet took place.

FRENCH MOVEMENTS IN S.W.
CHINA.

Peking, March 29th.

The Chinese Minister at Paris, replying to envoys made by the *Waiwai*, reports that the French Government is discussing the increase of its fleet in Kwangtung waters, and the removal of garrisons to Yunnan and Mengtze, the enlargement of the station at Kwangchowwan, and the increase of the force there, with the withdrawal of the garrison at Liuchow.

THE SPRING MANOEUVRES.

Peking, March 29th.

The Peiyang and Nanyang troops belonging to the Viceroy Yuan Shih-ka and Chang Ching-ting, respectively, are to carry on manoeuvres this spring in Houan. The number of troops to participate is 105,000, and the cost is estimated at Tls. 1,400,000.

AN EXPLOSION IN THE TAKASHIMA
COLLIERY.

Tokyo, March 29th.

There was an explosion of gas yesterday morning in Takashima colliery, near Nagasaki. It is feared that 250 miners and others have fallen victims.

JAPAN'S PROTECTORATE OF COREA.

Tokyo, March 29th.

The official opening of the Japanese Resident-General at Seoul took place yesterday. The scene was an unprecedented one, and the ceremony passed off with grand success.

THE SHANGHAI WATERWORKS
CO., LTD.

At the annual meeting of shareholders in the Shanghai Waterworks Company, held on March 26th, Mr. A. McLeod presided. He said, in part, the report and accounts for the past year have been in your hands for some days and I presume you will consent to take them as read. With regard to your Directors I think you will agree with your Directors that they exhibit a very satisfactory result for the year's operations, the gross revenue for 1905 showing an increase of Tls. 36,000 over that of 1904, but although our income shows a really satisfactory advance it is on the other hand to be taken into consideration that our working expenses have also been heavier, and that from circumstances over which the directors have practically no control. On the expenditure side of our working account, salaries, wages, repairs to mains and works, etc., show an increase of Tls. 10,000, coal, Tls. 2,000, general charges, Tls. 1,000, legal expenses Tls. 1,200, leaving a net balance in favour of 1905 of about Tls. 20,000 over that of the previous year. Our profit and loss account shows a credit balance of Tls. 210,304.61 as against Tls. 151,737.11 in 1904, which is a gratifying increase on the working of the company's business for the past year, leaving the former sum now at the disposal of the directors for appropriation.—Balance Sheet. You will notice some important alterations in the figures in this account as compared with those of 1904. Our capital has been increased from 7,200 shares to 8,175, by the issue to the Municipal Council of 975 shares gratis, in the terms of our new agreement, and as you are all aware the first call of £5 per share on the authorized issue of 8,175 new shares has been made and has produced Tls. 256,331.08, which appears under the heading of liabilities. On the credit side of the account you will notice the large sum of Tls. 359,587.00 expended on the purchase of real estate, extensions of works, masts, plant, etc., necessitated by our rapidly increasing business, while the issue of 975 shares to the Council, which is practically the price paid for our franchise, figures at Tls. 135,895.36. You will see from the report that the directors recommend the following appropriation of the balance at credit of profit and loss account, and they trust you will approve of same:—

To payment of 6 months dividend 95,645.75

To payment of 6 months dividend 26.3 at 2½ per share upon the S. M. C.'s 975 shares 9,066.42

To transfer to Reserve Fund (increasing it to Tls. 190,000) 20,000.00

To carry forward to New Account 85,592.44

Tls. 210,304.61

I might mention that we have considered it prudent to carry forward a much larger sum than usual, in view of the fact that we shall have to pay dividends during 1906 upon an increased capital, and though we hope to see our revenue expand, we shall require some assistance from the earnings of 1905, in order to maintain

NEW CHINA STEAMER.

MAIDEN VOYAGE OF THE P. & O.'S. "DEVANHA."

[By Daily Press London Representative.]
The P. & O. steamer *Devanha* began her maiden voyage on Thursday, March 1st, when she left London for Bombay for the India and China Inter-Colonial mail service. The *Devanha* is a sister ship of the *Delta*, *Delta* and *Dongola*, which have already been seen at Hongkong. Her gross registered tonnage is 8,100, indicated horse-power 8,500, length 470ft, breadth 56ft, depth 28ft. She has accommodation for 163 first saloon passengers and 50 second saloon passengers.

On February 27th the P. & O. Company invited a number of gentlemen connected with the India and China trade to the Royal Albert Dock for the purpose of inspecting the vessel.

Sir Thomas Sutherland, chairman of the company, presided at a luncheon given on board, and there were also present the Earl of Loven and Melville, Vice-Admiral Boyce, formerly Commodore at Hongkong and now director of Admiralty transports; Sir Alfred Dent, Sir William Bisset, Mr. S. S. Gladstone, Mr. W. Adamson, Mr. G. B. Dodwell, Mr. John MacGregor, and Mr. W. Caird, the builder.

After "The King" had been proposed by Sir Thomas Sutherland, Vice-Admiral Boyce gave "Success to the *Devanha*." He said he was sure that the *Devanha* would, should occasion arise, carry on the work of transport as well as was done by other ships of the P. & O. Company. The Transport Department of the Admiralty worked a good many of the P. & O. ships—not out of any great love they had for Sir Thomas Sutherland (laughter)—but because they wished to get the ships which were best suited for the work and which were also the cheapest. In his opinion the country got great assistance from large shipping companies, and he would be very sorry indeed to see the shipping trade fall into the hands of small companies (hear, hear). In a time of emergency it would be to the big shipping companies that the country would look for assistance.

Sir Thomas Sutherland, replying to the toast, said: "Coming down here to-day I was asked what the "Devanha" meant. "Devanha" was the ancient name given to the locality we now speak of as Aberdeen by the Roman centurions who arrived at that northern capital. They found they had got far enough North, and they returned South. That is an example which has since been followed by a good many people of that neighbourhood (laughter). The *Devanha* is intended for the mail between Bombay and China. We can look back to the time when the mail service to China was not carried on by ships of 8,000 tons but ships of less than 800 tons, which was about the average size of the vessels engaged in the mail service towards China when I was a youngster. Looking back to that time one cannot help feeling some amount of envy regarding the rates of freight and rates of passage money which were paid in those days. The rates of freight from China on silk, for instance, amounted to £24 a ton. Opium was carried from India to China at £18 a ton, and silver was carried at the low rate of 2½ per cent. between London and Hongkong (laughter). It is within my recollection that on one occasion I loaded a small vessel of 650 tons with a freight which earned the P. & O. Company £30,000. It is another reminiscence of the same period that I have known a P. & O. captain come and protest against his ship being chiefly loaded with silver freight. The passage money was on a par with the freight in those days. You could not be conveyed from London to Hongkong for less than £150, and, at the then rate of exchange, the passage money home was 600 taels, or £200 sterling. I am afraid we shall never see those days again. I hope that half a century hence the chairman of the P. & O. Company will be able to speak of a new *Devanha* which will be treble the size of the ship on board of which we are to-day. I recollect that at the time of which I have been speaking the mails were not so punctual in arriving at Hongkong as they are to-day. A delay of a day or two or three days was looked upon as a perfectly natural thing, and a delay of even a week sometimes happened. Now, however, all that is changed. We will now, gentlemen, proceed to the inspection of the vessel."

LATEST STEAMER MOVEMENTS.

The O.S.S. and C.M.S.N. Co. str. *Catches* left Singapore on 1st April, and is due here on 6th inst.

The P. & O. steamer *Devanha* left Singapore for this port on the 1st instant at 8 a.m., with the outward English Mails and is due here on the 5th inst. at about 5 p.m.

The I.G.M. str. *Sachsen* carrying the German Mails with dates from Berlin of the 13th March, left Colombo on Sunday, 1st inst., at a.m., and may be expected here on or about Wednesday, 11th inst.

The C.P.R. str. *Empress of China* arrived at Shanghai at 8 a.m. on Saturday, the 31st March, and left again at midnight same day for Nagasaki, where she was due to arrive at 8 a.m. yesterday, the 2nd inst.

The I.G.M. str. *Eugen*, which left here on 28th March, arrived at Singapore on Sunday, 1st inst., at 6 p.m.

The steamer *Endeavour* left Singapore, on the 26th March, and may be expected here about the 7th inst.

The steamer *Shah Alum* left Kobe via Moji on the 1st inst., and may be expected here on or about the 10th inst.

The P.M.S. str. *Siberia* hence March 2nd, arrived at San Francisco on March 30th.

The Minister of Finance of the French Republic has conferred a signal honour on a well-known British firm, The Ardent Tobacco Co., of London, by appointing them to be purveyors to the French Tobacco Regie. The appointment is made on account of the supreme excellence and unique qualities of the products of the Company.

ALICE MEMORIAL HOSPITAL.

ANNUAL MEETING OF FINANCE COMMITTEE.

The annual meeting of the Finance Committee of the Alice Memorial and Nethersole Hospitals was held in the Alice Memorial Hospital yesterday afternoon. Hon. Mr. A. W. Brewin presided, and there were also present—Dr. I. E. Mitchell (secretary), Hon. Dr. Ho Kai, Revs. T. W. Pearce and H. R. Wells, Messrs. G. Murray Bain, D. Clark, S. W. Tso, Lau Chu-pak, Choi Lap-choe, Fung Wa-chun, U. Hoi-show and others.

The notice convening the meeting having been read, the minutes of the previous meeting were confirmed.

The CHAIRMAN announced that they had approached the executors of the late Mr. Granville Sharp's estate with a view to getting assistance, but were informed by them that they had no power to assist in any way. They then addressed a letter to the registrar of the Supreme Court and he promised to consider the scheme to see whether any available balance could be given to assist the hospital, but he was not in a position at that time to say whether any balance was available.

Mr. MITCHELL presented his report as Superintendent, which was laid on the table.

The Rev. H. R. WELLS, hon. treasurer, in submitting his report, said that members would see from the accounts that despite the fact of their having received over \$10,000 in donations last year they were still behind owing to expenses continually growing. This year they would have to meet further expense, the expense of collecting. From this time on it was intended to have some to go round and collect subscriptions which were formerly collected by members of the finance committee. Unfortunately the dividends on their shares had dropped very largely during the year, and it seemed that they would drop still further this year: therefore they would have to redouble their efforts. On Land Investment shares they got \$1,825 last year, but they should probably receive several hundred less this year. He trusted members would endeavour to increase the amount of their subscriptions.

Mr. BAIN had great pleasure in moving the adoption of the treasurer's report. It was not so bright as it might have been, but other reports showed in the same light. He thought the least they could do was to thank the treasurer for his work. They should also thank the chairman and auditors.

Mr. TSO, in seconding the motion, said he thought the guarantee fund should be included in the report.

The CHAIRMAN said the secretary would see that the list of guarantors, and the amount they subscribed, was inserted in next year's report, and the motion was carried.

Rev. Mr. PEARCE moved that the Hon. Mr. Brewin be re-appointed chairman. They could not find a better chairman, neither could they find one as good.

Rev. Mr. WELLS seconded the motion. Mr. Brewin had done a great deal to help in raising money, as the members of committee knew.

The motion was agreed to unanimously.

Mr. BREWIN, in returning the thanks, said he would have much pleasure in serving for another year. He thought his duties were the least onerous of any gentleman connected with the hospital, and he could only assure the treasurer that he would give him every assistance possible in keeping the finances of the hospital in a satisfactory condition (applause). During the year some additions had been made to the personnel of the finance committee, and he moved that the appointment of Messrs. Choi Lap-choe, Ho Kom-tong, Li Yau-chun, Lau Yau-tun, U Hoi-chau and Wong Fa-nung to be confirmed.

Mr. FUNG WA-CHUN seconded.

Dr. HO KAI asked that the chairman of the Tungwa Hospital be also appointed a member.

This was agreed to, and the motion was carried.

Dr. HO KAI said as the new hospital, the Ho Mui Kwai, was now completed, he hoped arrangements would be made by the proper authorities for it being opened in the very near future. It was unnecessary that he should go into the history of the movement, but he would inform the committee that the building of that hospital was commenced through their finding that the Alice Memorial Hospital, while most admirably suited for out-patient work, was unfit for the more serious cases, especially surgical cases. There was another matter they had to consider, and that was that some patients required small wards for themselves. In the new hospital six private wards were partitioned off, so they would be ready to receive patients who had to be isolated. Besides, a large number of Chinese in indigent circumstances, while unable to go to the Civil Hospital and pay a higher fee, would be very glad to use these wards, and on recovering might give a subscription according to their means. In accordance with a former practice he would formally move that this new hospital be affiliated with the Alice Memorial and Nethersole Hospitals, and be placed under exactly the same management and control.

Mr. TSO seconded the motion.

Rev. Mr. PEARCE said he trusted the meeting would regard the resolution as fitting. It did not require many words of commendation. He regarded this hospital as one of the best gifts that had fallen to the Colony.

The motion was carried.

The CHAIRMAN remarked that the Rev. Mr. Wells had referred to the subject of the future collection of the annual donations. As that gentleman remarked, up till now, as far as Chinese subscriptions were concerned, they had always been dependent on one of the members of the finance committee doing the collecting. They were very grateful to gentlemen who

had devoted so much time to this work, but they felt now the hospital was established that they were not justified in calling upon these very busy gentlemen to give so much of their time towards collecting subscriptions. He thought they might well spare the money to pay a collector. The collection of subscriptions from Europeans was also carried on in a rather haphazard way; they had to take one of the boys from his work in the hospital and send him round to collect. He proposed a small committee should be appointed to consider how subscriptions should be collected in the future and to recommend to the treasurer some man to do the work. The committee he suggested would be Dr. Ho Kai, Mr. Wood, Rev. Mr. Well, Chau Sui-ki, Lau Chu-pak, Fung Yau-tsun and the speaker.

Mr. FUNG WA-CHUN seconded, and the motion was carried.

Dr. HO KAI said he felt it his duty to bring before the meeting a proposal made by a certain gentleman to give the hospital subscription. The Government was very anxious to get an institution of the same kind as the Alice Memorial Hospital at Kowloon for the dispensing of medicine and for out-patients, and for that purpose had reserved a plot of land. He was not acquainted with the ground reserved, but was assured by Dr. Clark that it was an admirable place, quite suitable for a hospital. It so happened that while he was considering whether they could not extend their work over there, and while he was devising means for the erection of such an institution, a gentleman from New Zealand entered his office, and after speaking for some time he said he would help to found an institution for the blind. The speaker told him that prevention was better than cure, and if they extended the hospital over there they would prevent a great number of boys and girls becoming blind, and thus render unnecessary the expending of his magnificent gift in founding an orphanage for the blind. The gentleman saw the force of the doctor's argument, and promised to subscribe \$5,000 towards extending the Alice Memorial Hospital to Kowloon, and in the near future to add to his magnificent gift. Under the circumstances he thought he would bring the matter before the committee. He was aware some gentlemen held another view of the subject, and hoped if they had any reasons for opposing the scheme they would give them. He had seen several Chinese gentlemen in connection with the matter. Some of them were present and would say whether it was feasible that they should extend their operations to Kowloon. Before he came to the meeting a Chinese gentleman on the finance committee, who was unable to attend, kindly handed him \$50 towards the hospital. The same gentleman spoke favourably of the scheme and promised a \$1,000 subscription, therefore so far as he could understand there would not be a lack of sympathisers of the committee, and the authority representing the London Mission would take this work in hand. It was a work they should have begun long before, but had been kept back by their needs on this side of the water. Very soon Kowloon would be teeming with a population far surpassing that of Hongkong. The railway would soon be started, and the industries which would follow its completion would attract a large labouring population who would require a free and charitable hospital to take care of them and teach them sanitary science, which the Government and every man in the room was anxious the Chinese should learn. A sub-committee might be appointed to get further subscriptions for a new hospital at Yau-tai. The Tungwa Hospital, he understood, would like also to extend their work over there, and he believed the inhabitants of Kowloon had sent a communication asking for such help. They had always worked hand in hand with the Tungwa Hospital, and Dr. Mitchell and others could bear him out that they received a large number of cases from the Tungwa and did the best they could with them. On the other hand, if they had any cases which required to be sent to the Tungwa, they did not hesitate to send them there.

Mr. FUNG WA-CHUN said if he was not mistaken he thought H.E. the Governor was desirous of having a hospital of the kind, mentioned at Yau-tai. The building of an institution of this kind would at least cost from \$80,000 to \$100,000, and this amount would have to come from the Chinese. He was not against the scheme, but he thought it rather premature.

The CHAIRMAN said it must be very gratifying to all interested in the extension of hospitals in Hongkong to see such an instance of private munificence in assisting in the building of a hospital at Yau-tai. Dr. HO KAI mentioned that the Government had been anxious for some time to start a hospital on the other side, and explained that they had already reserved a site in a central position on which a hospital was to be built. I think, as Mr. Fung Wa-chun said, it would be premature for the Alice Memorial Hospital to take this matter in hand without consulting more widely the Chinese, to whom we have to look for subscriptions. The finance committee should approach the Tungwa Hospital and see whether any scheme could be arranged which would meet with the general support of the Chinese community. At present the Tungwa Hospital cost about \$80,000 a year to maintain, so they could not embark on a venture of this kind without assuring themselves that they would meet with general support.

Dr. HO KAI said he should like to hear from the Rev. Mr. Pearce, as representing the London Mission, his view of the subject.

Rev. Mr. Pearce said that with regard to the extension of philanthropic work the London Mission Society would do what it could to take advantage of every opportunity for enlargement. The Mission would be delighted to strengthen any bond of sympathy with the Tungwa, and would do everything it could do to work with that hospital. He was not speaking officially, but could assure those present that the Mission would do everything in its power to extend the work, at the same time, of course, keeping to its own proper lines.

Dr. HO KAI moved that a sub-committee be appointed, consisting of all the Chinese members of the finance committee, the Hon. Mr. Brewin, Rev. Mr. Wells, Mr. Wood and himself, to confer with the Tungwa Hospital committee with a view to taking joint action in the matter, or arranging a way in which they should be able to promote a hospital at Kowloon, by which both might be able to carry out the important work of healing the sick.

Mr. BAIN thought the first duty of the committee was to accept the site which it was proposed to give them at Kowloon. Then they should accept the money and negotiate with the Tungwa Hospital.

Dr. HO KAI said they could not accept the money first, as it was promised in consideration of their extending to Kowloon.

Mr. BAIN said they were not discussing a hospital to cost \$100,000, but a dispensary on a small scale might be managed.

Mr. FUNG WA-CHUN thought it was a splendid idea, as Mr. Bain suggested, to accept the money.

The CHAIRMAN did not see how they could possibly accept the gift unless they were in favour of starting the hospital, and he did not see that they could start without first inquiring into ways and means.

Mr. LAU CHU-PAK said the members of the sub-committee proposed were also members of the committee of the Tungwa Hospital. A man could not serve two masters.

Dr. HO KAI—There is but one master they serve: that is charity.

Mr. BAIN—It seems to me that it is the duty of the finance committee as now assembled to accept or reject this offer.

Mr. FUNG WA-CHUN—I don't see that there is any harm in accepting it.

Mr. LAU CHU-PAK—By accepting it this institution is bound to erect another hospital on similar lines on the other side of the harbour. I don't think we should accept until we find the means.

Mr. CHAU SUI-KI—How much would a new hospital cost?

The CHAIRMAN—About \$40,000. It is proposed to build a hospital for 40 beds.

Mr. LAU CHU-PAK—The scheme is rather a big one, and I agree with the Chairman that a committee should be appointed to consider whether we accept the offer.

Mr. BAIN proposed as an amendment the acceptance of the offer made to Dr. HO KAI and that the matter of arranging how things are to be settled between the parties be referred to the sub-committee. From what Dr. HO KAI had told them, the Tungwa and Alice Memorial Hospitals were working together harmoniously, and there seemed to him no great reason why they should not work together in a small affair on the other side. He considered it the duty of the finance committee to accept or reject the offer.

Mr. CLARK seconded the amendment, which was seconded by Mr. Tso, was then put and carried.

The CHAIRMAN said that before closing the meeting they should propose a vote of thanks to the staff of the Hospital for the work they had done during the past year. It was gratifying to note that during the last seven years the number of outpatients had increased 35 per cent., and although there was not the same increase in the number of inpatients, still he had no doubt there was some very good reason for the failure. There was a section dealing with the Alice Memorial Maternity Hospital which although not referred to he did not think should be allowed to pass without remark. An increase of 45 per cent. in one year in the number of cases admitted should be described as more than satisfactory, and the outlook more than encouraging, and Dr. Sibley was to be congratulated on the progress made so far. He noted with satisfaction that the midwives trained under the Hongkong Government attended to 23 cases outside the hospital. By the increase in cases out-of-doors the progress should be judged. Every place attended meant a diminution of suffering and perhaps a saving of life.

A vote of thanks to the Chairman ended the meeting.

The report and balance sheet were as follows:

Throughout the year the number of cases treated has been well maintained. In the Alice Memorial and Nethersole Hospitals the number of outpatients has been greater than during the previous year. The Alice Memorial Maternity Hospital is slowly but surely making progress in gaining the confidence of the Chinese, who are naturally cautious in adopting methods of treatment that, to them, are new. The work of the general hospitals has been known and appreciated by the Chinese for nearly twenty years, while the Maternity Hospital has been established only as many months. As the latter becomes more widely known, there is no doubt that it will be accorded the same confidence that is at present enjoyed by the older institutions.

The new Ho Mui Kwai Hospital is nearing completion, and will be ready for occupation early in 1906. The site of this hospital, lying immediately to the west of the Nethersole and Maternity Hospitals, has been kindly given by the Hongkong Government, and the cost of erecting and furnishing the building has been undertaken by a Chinese lady belonging to a well-known Hongkong family, whose generosity is highly appreciated. During 1905 the number of inpatients in the Alice Memorial Hospital was 378 in the Nethersole Hospital 329, and in the Alice Memorial Maternity Hospital 55. In the Alice Hospital, surgical cases formed 31 per cent. of the whole, ophthalmic cases, 30 per cent. and medical cases, 39 per cent., while in the Nethersole Hospital the surgical cases formed 34 per cent., medical cases 34 per cent., ophthalmic 32 per cent. Of the inpatients we mention the case of a man who was severely injured by the premature explosion of a charge of dynamite; one hand having been blown off and the other badly lacerated, besides having received severe wounds about the head and trunk. In spite of

the grave nature of his injuries and the fact that there is near the scene of the accident a large and well-equipped foreign hospital, this patient was brought by his friends to the Alice Memorial Hospital, the journey taking them three days and a half.

The reason of this is that a former patient of the hospital happened to be present at the time of the explosion, and being so well pleased with the result of the treatment in his own case, he prevailed on the man's friends to convey the sufferer to Hongkong. After recovery he, too, departed to bear witness among his friends to the benefits of western medical science. Two other patients, who have been several months in the Hospital and who have become followers of the Great Physician since their admission, have borne cheerful witness to the joy that is afforded by the Christian religion even during a tedious and painful illness.

These patients, by personal testimony and by leaning to other patients books which they themselves have found helpful, have sought to bring into the lives of their fellow-sufferers the joy which is found only in the Christian faith. Of the deaths which have occurred in the Hospitals during the year, many of the patients were in a moribund or a hopeless condition when received into the wards. In most cases the old story of seeking the foreign doctor when every other resource had been tried and failed. In the out-patient department the clinical at the Alice Memorial Hospital continues to lead by a very large margin in the number of cases treated.

This is explained by the fact that at this Hospital the clinics are held daily, except Sunday; that both sexes are treated at each clinic; and that owing to its central location the Hospital is admirably situated for

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.
Order for extra copies of DAILY PRESS should be sent to us before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.: Lieber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SINGAPORE & CALCUTTA.

THE Steamship
"SHAH ALLUM,"
expected here about the 10th inst. from Kobe, will be despatched on the 13th inst. for the above Ports.
Will also call at Rangoon if sufficient inducement offered.
For Freight and Passage, apply to A. M. ESSABHOY, Hongkong, 3rd April, 1906. [795]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 2nd April, 1906. [7]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered within the 6th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 31st March, 1906. [774]

NOTICE.

I the Undersigned (formerly Partner in the Firm of BENJAMIN, KELLY & POTTS now dissolved), have this day established myself as SHARE AND GENERAL BROKER in Hongkong and will carry on the business under the style of E. S. KADOORIE & CO.

E. S. KADOORIE.

Hongkong, 1st April, 1906. [775]

NOTICE.

WE, the Undersigned (formerly Partners in the Firm of BENJAMIN, KELLY & POTTS now dissolved), have this day established ourselves as SHARE AND GENERAL BROKER in Shanghai, and will carry on the business under the style of BENJAMIN & POTTS.

S. S. BENJAMIN, G. H. POTTS.

Shanghai, 1st April, 1906. [776]

THE CHINA-BORNEO CO. LIMITED.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. H. W. KENNEDY will act as GENERAL MANAGER of the above Company.

By Order of the Consulting Committee.

J. WHEELER,
General Manager.

Hongkong, 27th March, 1906. [741]

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Offices, ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria, on SATURDAY, 7th April, 1906, at 11.45 a.m. for the purpose of receiving Statement of Accounts and the Report of the General Manager for the year ending 28th February, 1906 and electing a Consulting Committee of 4 Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th, to SATURDAY, 7th April, 1906, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 24th March, 1906. [719]

PHILIPPINE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of PHILIPPINE CO., LIMITED, will be held at the Office of the NATIONAL BANK OF CHINA, LTD., Queen's Road, Hongkong, on WEDNESDAY, the 11th day of April, 1906, at 3.15 P.M., when the Subjoined Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for Confirmation as a SPECIAL RESOLUTION to a SECOND EXTRAORDINARY MEETING which will be subsequently convened.

RESOLUTION.

That the firm of Messrs. F. S. KADOORIE & CO., be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENJAMIN, KELLY & POTTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & CO." for the words "Benjamin, Kelly & Potts".

BENJAMIN, KELLY & POTTS, General Managers.

Hongkong, 31st March, 1906. [761]

INTIMATIONS.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL, at 8 o'clock P.M., on SATURDAY, the 7th April, 1906.

Members wishing to be present and Devonians wishing to join the Society are requested to communicate with:

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Care of Hongkong Club.

Hongkong, 20th March, 1906. [679]

NOTICE.

OFFICIAL or any Class of DOCUMENTS, Codes, Price Lists, Programmes, Accounts, Ornamental Writing, &c., &c., (including *fur vellum* music) can be undertaken by a careful and experienced CALIGRAPHER who desires either a temporary or a permanent appointment (preferable).

Further particulars, please apply by letter to

16, MIRIAN,
Care of "Daily Press" Office.

Hongkong, 31st March, 1906. [733]

LESSONS.

LESSONS GIVEN in the PEKIN and CANTONESE DIALECT, by arrangement with the undersigned.

Terms very moderate.

Apply to C. WAL,

Address 14, Gilman Street, Ground-floor.

Hongkong, 23rd March, 1906. [745]

NOTICES OF FIRMS

NIPPON YUSEN KAISHA.

IHAVE This Day RESUMED CHARGE of the Company's business at this Port.
A. S. MIHARA,
Manager.
Hongkong, 2nd April, 1906. [771]

NOTICE.

THE MITSU BISHI GOSHI-KWAISHA hereby give NOTICE that they have established a BRANCH Office at this Port, from 1st April, and have appointed MR. TATSUKI as MANAGER.

MITSU BISHI GOSHI-KWAISHA.

Hongkong, 1st April, 1906. [72]

NOTICE.

FROM DATE, and during our Mr. MITCHELL's Absence from the Colony, Mr. FRANK LAMMERT will have Charge of our Business at this Port, and is Authorized to Sign our Firm for Preparation.

CALDBECK, MACGREGOR & CO.

Hongkong, 2nd April, 1906. [773]

NOTICE.

THE PARTNERSHIP of BENJAMIN, KELLY & POTTS has this day expired by effusion of time, and Messrs. S. S. BENJAMIN and G. H. POTTS have been appointed Liquidators in Shanghai and Mr. E. S. KADOORIE as Liquidator in Hongkong, and they are respectively empowered to receive all monies due to and or owing by the late firm of BENJAMIN, KELLY & POTTS. The successors of the firm are Messrs. S. S. BENJAMIN and G. H. POTTS, in Shanghai, and Messrs. E. S. KADOORIE & CO. in Hongkong, who are prepared to carry on BROKAGE business as heretofore.

E. S. KADOORIE.

Hongkong, 31st March, 1906. [774]

NOTICE.

Ithe Undersigned (formerly Partner in the Firm of BENJAMIN, KELLY & POTTS now dissolved), have this day established myself as SHARE AND GENERAL BROKER in Hongkong and will carry on the business under the style of E. S. KADOORIE & CO.

E. S. KADOORIE.

Hongkong, 1st April, 1906. [775]

NOTICE.

WE, the Undersigned (formerly Partners in the Firm of BENJAMIN, KELLY & POTTS now dissolved), have this day established ourselves as SHARE AND GENERAL BROKER in Shanghai, and will carry on the business under the style of BENJAMIN & POTTS.

S. S. BENJAMIN, G. H. POTTS.

Shanghai, 1st April, 1906. [776]

NOTICE.

THE Undersigned has received instructions to sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 3rd April, 1906, at 11 A.M.

CONSIGNMENT OF:

CIGARS, CIGARETTES, SILVER WATCHES, ROULETTE WATCHES, SUIT LENGTHS, and ONE RICKSHAW, and Sundry other Articles, and a Fine Assortment of LADIES' HATS, &c., &c.

ALSO

LADIES' BOOTS and SHOES, CORSETS, SINGLETES, &c., &c.

ALSO

A Few Lots of SILK CREPE, F. KIENE, Auctioneer.

Hongkong, 31st March, 1906. [762]

NOTICE.

THE Undersigned have received instructions to sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 3rd April, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), SUNDRY

VALUABLE HOUSEHOLD FURNITURE.

TAPESTRY-COVERED DRAWING ROOM SUITE, LEATHER-COVERED CHAIRS, TEAKWOOD OVERMANTELS with BEVELLED GLASS DOUBLE and SINGLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD HAIRSTAND with BEVELLED GLASS, CHEST-OF-DRAWERS, TABLES, VIENNA CHAIRS, DRESSING TABLES, SHANGHAI BATHS, CARPETS, SHOW-CASES, RICKSHAS, &c., &c.

Also

One Large GRANITE IRON SAFE, a quantity of ENGRAVINGS, One PERAMBULATOR, &c.

Catalogue will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd April, 1906. [781]

NOTICE.

THE Undersigned has received instructions to sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 3rd April, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),

VALUABLE HOUSEHOLD FURNITURE.

TAPESTRY-COVERED DRAWING ROOM SUITE, LEATHER-COVERED CHAIRS, TEAKWOOD OVERMANTELS with BEVELLED GLASS DOUBLE and SINGLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD HAIRSTAND with BEVELLED GLASS, CHEST-OF-DRAWERS, TABLES, VIENNA CHAIRS, DRESSING TABLES, SHANGHAI BATHS, CARPETS, SHOW-CASES, RICKSHAS, &c., &c.

Also

One Large GRANITE IRON SAFE, a quantity of ENGRAVINGS, One PERAMBULATOR, &c.

Catalogue will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st March, 1906. [782]

NOTICE.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street,

TO-DAY (TUESDAY),

the 3rd April, 1906, at 11 A.M.

CONSIGNMENT OF:

CIGARS, CIGARETTES, SILVER WATCHES, ROULETTE WATCHES, SUIT LENGTHS, and ONE RICKSHAW, and Sundry other Articles, and a Fine Assortment of LADIES' HATS, &c., &c.

ALSO

LADIES' BOOTS and SHOES, CORSETS, SINGLETES, &c., &c.

ALSO

A Few Lots of SILK CREPE, F. KIENE, Auctioneer.

Hongkong, 31st March, 1906. [782]

GREGOR & CO.,
19, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

BEER

PILSENER. CROWN LABEL.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

[38-3]

Consider The Risks

The fact that you are weak and nervous is against you. Remember that when the vital forces languish, disease often gains a treacherous hold.

The usual impairment of energy and vigour in tropical countries may be cured by

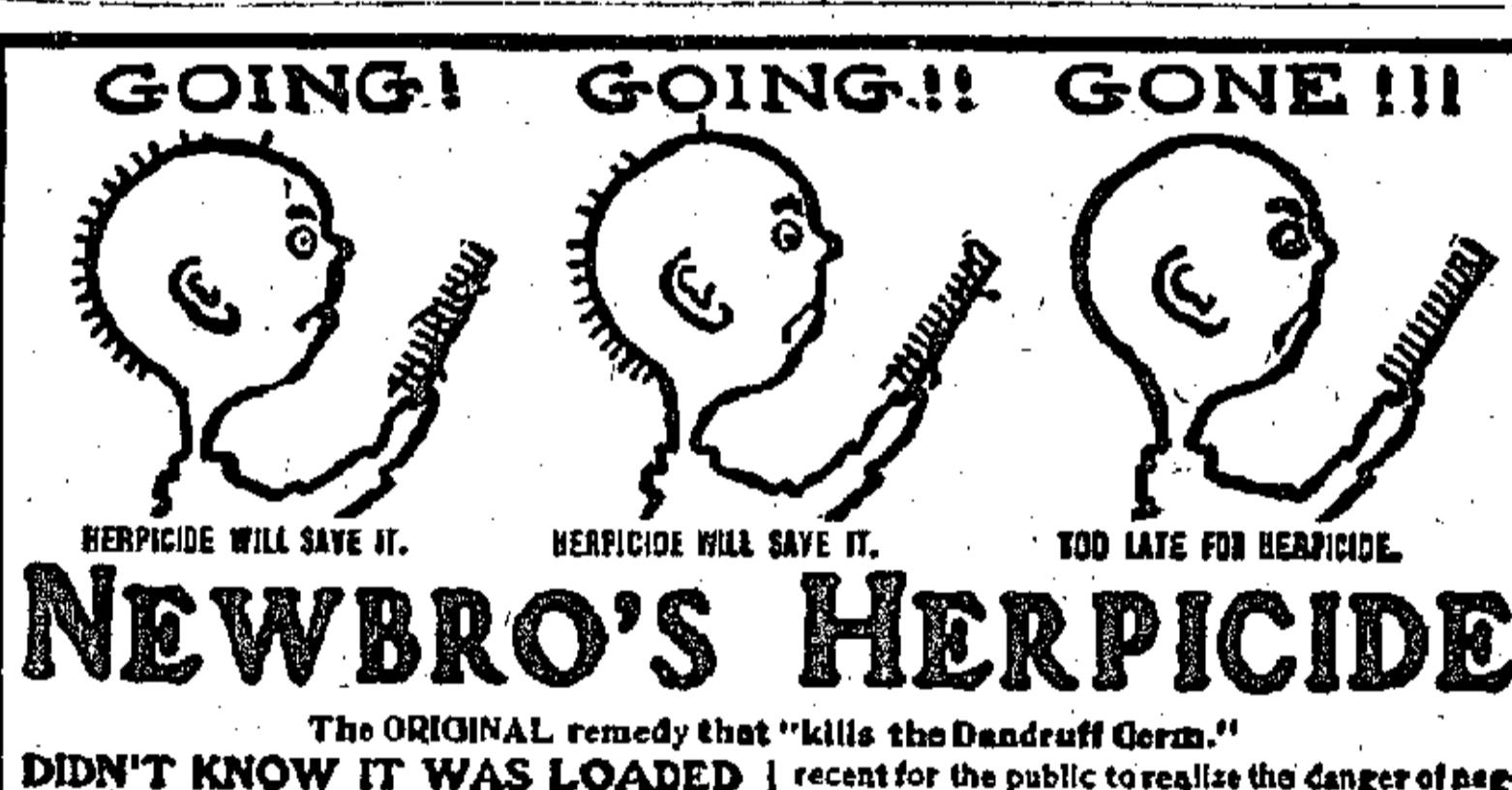
Hall's Coca Wine

which restores strength, and fits you to resist disease. Cures anaemia, neuralgia, sleeplessness, physical and nervous weakness. Sold everywhere by stores and chemists. In large and small bottles. Be sure to get the genuine, with red keystone trademark.

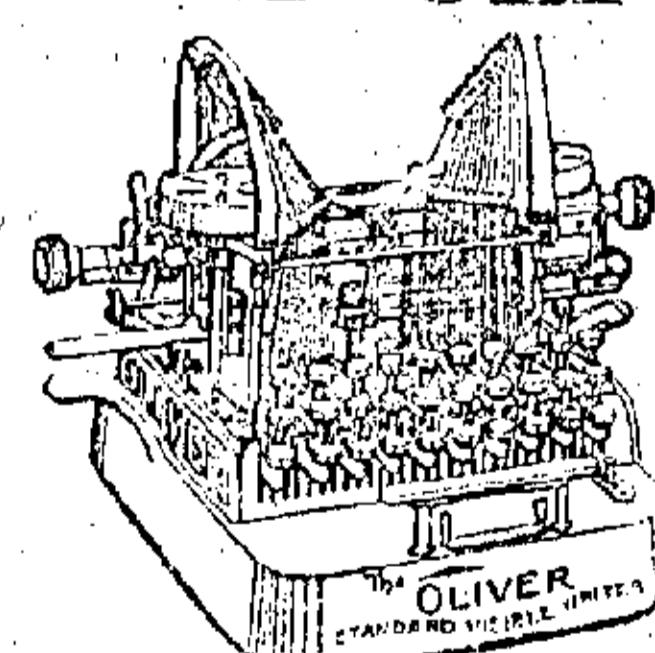
13-25 Hall's Coca Wine is the most marvellous restorative known to medical science—pure, potent, palatable.



[66-23]



THE OLIVER TYPEWRITER.



VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,
General Agents for Hong Kong and South China
14, Des Voeux Road Central.

185

A SENSE OF COMFORT.

Don't allow your body to grow weak and bloodless. Lay up a store of rich, healthy blood by the regular use of Hall's Coca Wine, the most marvellous blood and nerve tonic known to medical science. When you get the blood healthy, you will find your frayed nerves will be at ease—the whole system will be filled with a sense of comfort and well-being. Doctors everywhere command and use Hall's Coca Wine for anaemia and debility.

66-26

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
37, Des Voeux Road Central.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905

[66-26]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CH. WEBER for 10 CARTRIDGE
FIRING 10 SHOTS in 2 SECONDS.
SIEMMSEN & CO.
Hongkong, 3rd October, 1905.

45

NAVY ESTIMATES.

ONE AND A HALF MILLION REDUCTION.

FOUR ARMoured SHIPS.

DESTROYER'S SPEED 41 MILES AN HOUR.

The Navy Estimates for the coming financial year, which were issued last month, contain no sensational features, and the usual explanatory statement by the First Lord is missing, because Lord Tweedmouth's task was as a matter of fact, performed by his predecessor, Earl Cadwal, in the Blue Book, "A Statement of Admiralty Policy," which was issued shortly before the resignation of the late Government. In announcing the financial provision for the Fleet, which will be necessary in the coming twelve months, Lord Tweedmouth merely remarks that "the present estimates are substantially in agreement with the forecast" given by Lord Cadwal.

The main features of the Estimates for 1906 are as follows:

Total provision, 1906-7 £31,869,570

Last year, 1905-6 34,389,500

Reduction £1,520,000

The Estimates for 1905-6 marked a reduction of three-and-a-half millions sterling, so that in two years the naval outlay has been cut down by five millions sterling.

New construction £2,252,131

Reduction 373,070

In accordance with Admiralty policy, all subsidies for "armed merchant cruisers" have been withdrawn, except in the case of the Cunard Company, whose whale fleet is at the disposal of the authorities, and the Canadian Pacific Railway Company's steamers, the old contract for which has not expired. There is a saving under this head of £121,380.

On the other hand, there are increased votes of £211,817 for armour and £100,000 for gun PERSONNEL.

Officers and men of the Service, including Coastguard and Marines, 121,983, which is an increase of £60, balanced by a similar decrease in "other services," leaving the total personnel, without variation

... 129,000

Royal Naval Reserve, including Colonial numbering 1,400 28,830

(Reduction of 4,655)

Royal Fleet Reserve 19,500

(Increase of 2,900)

Royal Naval Volunteers 4,700

(Increase of 500)

NEW CONSTRUCTION.

On April 1, 1906, the following vessels will be under construction:

6 battleships.

10 armoured cruisers.

12 destroyers (coastal).

5 destroyers (ocean-going).

1 destroyer (very fast ocean-going).

1 Royal yacht.

15 submarines and a repair ship.

The battleship Dreadnought will be completed early next year within fifteen months of her commencement, and will cost £1,797,497. Contracts have been entered into for the construction of three armoured cruisers, named Invincible, Indomitable, Indomitable. These vessels are to be ready for commission in May, 1908—i.e., within thirty months from the date of ordering.

The twelve coastal-destroyers and the five ocean-going destroyers included in the current year's programme have all been ordered. The former will have a trial speed of twenty-six knots and the latter of thirty-three knots. Negotiations in connection with ordering the special ocean-going destroyer of 36 knots' trial speed are nearly complete. The eleven submarines sanctioned by Parliament last spring have been commenced.

NEXT YEAR'S PROGRAMME.

In addition, in the coming year at the following vessels will be begun:

4 armoured vessels.

5 destroyers (ocean-going).

12 destroyers (coastal).

12 submarines.

SHIPS COMPLETED FOR SEA.

Between April 1, 1905, and March 31, 1906, the following ships will have been completed and become available for service:

3 battleships: Dominion, Hindustan, New Zealand.

8 armoured cruisers: Antrim, Argyll, Carthar, Devonshire, Hampshire, Roxburgh, Black Prince, Duke of Edinburgh.

1 second-class cruiser: Encounter.

8 scouts: Adventure, Attentive, Forward, Foresight, Pathfinder, Patrol, Sentinel, Skirmisher.

16 destroyers.

13 submarines.

1 floating coal depot.

FUTURE OF THE COASTGUARD.

Accompanying the Estimates is the usual statement of progress, in which occur several points of interest. No support is given to the rumour as to the abolition of the Coastguard. It is remarked in this connection:

The reorganisation scheme of 1903 is now fully established, and works very satisfactorily. New coastguard instructions have been completed and issued.

A considerable reduction has been made during the last year in the personnel and the buildings of the coastguard.

The training of youth continues to be carried out as arranged last year. They are first put through a preliminary course of about two months' training in the Boscawen III, at Shotley, and are then sent abroad in a sea-going cruiser or four months in the same manner as the boys.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The training of youth continues to be carried out as arranged last year. They are first put through a preliminary course of about two months' training in the Boscawen III, at Shotley, and are then sent abroad in a sea-going cruiser or four months in the same manner as the boys.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting for the draft.

SHIPPING.

ARRIVALS.

CHUNSHAN, British str., 1,417. R. Cox, 2nd April—Sourabaya 21st March, Sugar—Jardine Matheson & Co.
ERNEST SIMONS, French str., 2,162, Boudon, 2nd April—Saiyon 30th March, Mails and General—Messaiges Maritimes.
HALMUN, British str., 631, A. J. Robson, 2nd April—Swatow 1st April, General—Douglas Lapraik & Co.
KASHING, British str., 1,142, T. W. Pickard, 2nd April—Wahki 27th March, Rice—Butterfield & Swire.
LOONGKANG, British str., 1,092, A. E. Sandback, 2nd April—Manila 20th March, General—Jardine Matheson & Co.
PRINCE WALTER, German str., 3,227, C. Woltmann, 2nd April—Kofo 26th March, General—Muelhers & Co.
SATSUMA, British str., 2,968, Chubu, 2nd April—Singapore 25th March, General—Doddwell & Co.
TONKIN, French str., 6,375, A. Charbonnel, 1st April—Shanghai 30th March, Mails and General—Messaiges Maritimes.
ZOROASTER, British str., 2,347, John Evans, 1st April—Moj 27th March, Coal—Bradley & Co.

CLEARANCE.

AT THE HARBOUR MASTER'S OFFICE
April 2nd.
Helene, German str., for Ichow.
Kashin, British str., for Canton.
Kuching, British str., for Tientsin.
Satsuma, British str., for Foochow.

DEPARTURES.

April 2nd.
CHINKIANG, British str., for Canton.
ERNEST SIMONS, French str., for Shanghai.
GERMANIA, German str., for Bangkok.
HINSONG, British str., for Swatow.
MAZAGAN, British str., for Singapore.
PERIA, Austrian str., for Singapore.
SERGAWA, Japanese transport, for Manila.

SHIPPING REPORTS.

The British steamer *Kashin* reports: Strong N.E. Monsoon through Formosa Strait.
The British str. *Chinkiang* reports: Clear weather in China Sea moderate to fresh monsoon (N.E.), sea rather rough.
The British steamer *Zoroaster* reports: Dull weather, raining, variable winds, and moderate sea.

VESSELS PASSED ANJER.
March 15, Norwegian str. *Providence*, Cornelia, March 13, from Christmas Island for Singapore.
March 17, Ger. str. *Vorzin*, Schröder, March 15, from Tjilatjap for Batavia.
March 18, British barque *Sindu*, Casson, Feb. 11, from Hongkong for London.
March 18, British str. *Ulysses*, February 11, from Djedidah for Tandjungpriok.
March 19, British str. *Sindu*, Bevan, Feb. 11, from Singapore.
March 19, Dutch barque *Jeanette Francois*, Nieuw, Dec. 2, from Rotterdam for Batavia.
March 20, American barque *Arthur Seward*, Galley, Dec. 9, from Philadelphia for Cavite.

VESSELS IN DOCK.

April 2nd.
AMERDEEN DOCKS—*Bathurst*, *Talisman*, *Hanoi*, *Chingtu*, *Tingkang*, *Ban Yik*, *Heimdal*, *Lenox*, *City of Birmingham*, *Consolidated Dock*, *Phra Nung*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship
"HAIMUN,"

Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 3rd April at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 31st March, 1906. 1765

FOR SHANGHAI, TSINGTAU AND CHEMULPO.

THE Steamship
"HOANGHO,"

Captain Oei-sel, will be despatched for the above Ports TO-DAY, the 3rd April, at 3 P.M.
For Freight, apply to
SIEMSEN & CO., Agents.

Hongkong, 27th March, 1906. 733

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"

Captain A. Stewart, will be despatched as above TO-DAY, the 3rd April, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., Agents.

Hongkong, 27th March, 1906. 740

TOYO KISEN KAISHA.

FOR SINGAPORE AND RANGOON.

THE Company's Steamship
"MANSIUM MARU,"

5,400 tons gross, will be despatched as above on THURSDAY, the 8th April, at DAYLIGHT.
For Freight, apply to
K. MATSUDA, Manager.

T. K. K. South American Line, York Building, Hongkong, 2nd April, 1906. 783

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA & MACASSAR (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship
"TJIMAHAI,"

Captain Brouwers, will be despatched for the above Ports or on about the 11th April.

For information as to Freight and Passage, apply to
Head Agent of the
JAVA-CHINA-JAPAN LIJN, (York Buildings, 1st Floor), Hongkong, 30th March, 1906. 758

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w.", together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTIONS.

DESTINATION VESSEL'S NAMES FLAG & EIG BERTH CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

LONDON, &c. VIA USUAL PORTS OF CALL OCEANA Brit. str. W. Hayward, E.N.E. P. & O. S. N. Co. On 7th inst., at Noon.

LONDON & ANTWERP via SINGAPORE, &c. JAYA Brit. str. S. Barcham P. & O. S. N. Co. About 11th inst.

AMSTERDAM, LONDON & ANTWERP DIOMED Brit. str. BUTTERFIELD & SWIRE On 10th inst.

AMSTERDAM, LONDON & ANTWERP KINTUCK Brit. str. BUTTERFIELD & SWIRE On 24th inst.

AMSTERDAM, LONDON & ANTWERP BELLEROPHON Brit. str. BUTTERFIELD & SWIRE On 22nd May.

AMSTERDAM, LONDON & ANTWERP CALOHA Brit. str. BUTTERFIELD & SWIRE On 5th June.

AMSTERDAM, LONDON & ANTWERP JASON Brit. str. To-day, at 1 P.M.

AMSTERDAM, LONDON & ANTWERP TONEIN Brit. str. Charbonnel HAMBURG-AMERICA LINE On 6th May.

AMSTERDAM, LONDON & ANTWERP TRENAR Brit. str. Girsenbräun HAMBURG-AMERICA LINE On 11th inst., at Noon.

AMSTERDAM, LONDON & ANTWERP P. E. LUFTFOLD Brit. str. H. Kirchner HAMBURG-AMERICA LINE On 12th inst.

AMSTERDAM, LONDON & ANTWERP SCANDIA Brit. str. v. Döhren HAMBURG-AMERICA LINE On 18th inst.

AMSTERDAM, LONDON & ANTWERP SENEGBAMIA Brit. str. Peter HAMBURG-AMERICA LINE On 2nd May.

AMSTERDAM, LONDON & ANTWERP SEGOVIA Brit. str. Schönfeldt HAMBURG-AMERICA LINE On 16th May.

AMSTERDAM, LONDON & ANTWERP C. FERD. LAEISZ Brit. str. Mayordiels HAMBURG-AMERICA LINE On 30th May.

AMSTERDAM, LONDON & ANTWERP SITHONIA Brit. str. Brechner HAMBURG-AMERICA LINE About 20th May.

AMSTERDAM, LONDON & ANTWERP MACHAON Brit. str. R. Hill HAMBURG-AMERICA LINE About 26th inst.

AMSTERDAM, LONDON & ANTWERP HECTOR Brit. str. Haase HAMBURG-AMERICA LINE On 28th inst.

AMSTERDAM, LONDON & ANTWERP SHIMONA Brit. str. CANADIAN PACIFIC R. CO. On 18th inst.

AMSTERDAM, LONDON & ANTWERP INDRAWADI Brit. str. BUTTERFIELD & SWIRE On 20th inst.

AMSTERDAM, LONDON & ANTWERP VANDALIA Brit. str. BUTTERFIELD & SWIRE On 23rd May.

AMSTERDAM, LONDON & ANTWERP ATHENIAN Brit. str. Dodwell & CO., LTD. About 10th inst.

AMSTERDAM, LONDON & ANTWERP EMPRESS OF INDIA Brit. str. JARDINE, MATHESON & CO. About 26th inst.

AMSTERDAM, LONDON & ANTWERP TRICERI Brit. str. R. Hill HAMBURG-AMERICA LINE On 6th May.

AMSTERDAM, LONDON & ANTWERP LYRA Brit. str. Haase CANADIAN PACIFIC R. CO. On 11th inst.

AMSTERDAM, LONDON & ANTWERP DAKOTA Brit. str. G. V. Williams CANADIAN PACIFIC R. CO. On 12th inst.

AMSTERDAM, LONDON & ANTWERP NUMANTIA Brit. str. E. Francke BUTTERFIELD & SWIRE On 23rd inst.

AMSTERDAM, LONDON & ANTWERP DAKOTA Brit. str. Fedlmann NIPPON YUSEN KAISHA On 16th inst., at Noon.

AMSTERDAM, LONDON & ANTWERP GLENFARG Brit. str. S. H. Hall SHEWAN, TOMES & CO. On 25th inst.

AMSTERDAM, LONDON & ANTWERP PEINZ WALDEMAR Brit. str. TOYO KISEN KAISHA About 10th inst., Noon.

AMSTERDAM, LONDON & ANTWERP CHINTU Brit. str. MELCHERS & CO. To-day, at Noon.

AMSTERDAM, LONDON & ANTWERP MANILA Brit. str. BUTTERFIELD & SWIRE About 20th inst.

AMSTERDAM, LONDON & ANTWERP KWICHOW Brit. str. A. W. Anderson, E.N.E. About 5th inst.

AMSTERDAM, LONDON & ANTWERP KASHING Brit. str. P. & O. S. N. CO. To-day.

AMSTERDAM, LONDON & ANTWERP ESANG Brit. str. BUTTERFIELD & SWIRE On 6th inst.

AMSTERDAM, LONDON & ANTWERP HOANGRO Brit. str. JARDINE, MATHESON & CO. On 11th inst., at 3 P.M.

AMSTERDAM, LONDON & ANTWERP ANPING MARU Brit. str. S. H. Hall SHEWAN, TOMES & CO. On 5th inst., A.M.

AMSTERDAM, LONDON & ANTWERP AMEE Brit. str. P. & O. S. N. CO. On 5th inst., P.M.

AMSTERDAM, LONDON & ANTWERP DEVENA Brit. str. A. J. Robson BUTTERFIELD & SWIRE About 5th inst.

AMSTERDAM, LONDON & ANTWERP DAJIN MABU Brit. str. T. P. Babu JARDINE, MATHESON & CO. On 6th inst., at 10 A.M.

AMSTERDAM, LONDON & ANTWERP MAIDEUR MABU Brit. str. Douglas Lapraik & CO. To-morrow, A.M.

AMSTERDAM, LONDON & ANTWERP PALAMCOTTA Brit. str. R. Hill HAMBURG-AMERICA LINE Daylight.

AMSTERDAM, LONDON & ANTWERP HALIMUN Brit. str. E. Rodger SHEWAN, TOMES & CO. To-day, at 10 A.M.

AMSTERDAM, LONDON & ANTWERP TAMING Brit. str. R. Almond BUTTERFIELD & SWIRE On 6th inst., at 10 A.M.

AMSTERDAM, LONDON & ANTWERP ZAPERO Brit. str. W. H. S. Hall JARDINE, MATHESON & CO. On 6th inst., at 4 P.M.

AMSTERDAM, LONDON & ANTWERP RUBI Brit. str. A. Stewart SHEWAN, TOMES & CO. On 14th inst., NOON.

AMSTERDAM, LONDON & ANTWERP SUNGKANG Brit. str. B. S. Hall DAVID SASSOON & CO., LTD. On 10th inst., at 3 P.M.

AMSTERDAM, LONDON & ANTWERP MAUSANG Brit. str. A. M. Essabroy CARLOWITZ & CO. On 13th inst.

AMSTERDAM, LONDON & ANTWERP MAZAGON Brit. str. B. S. Hall JAVA-CHINA-JAPAN LIJN About 11th inst.

AMSTERDAM, LONDON & ANTWERP CATHERINE APCAR Brit. str. B. S. Hall JAVA-CHINA-JAPAN LIJN About 11th inst.

AMSTERDAM, LONDON & ANTWERP MANSIUM MARU Brit. str. R. Rodger Manila via Amoy. On 6th April, 10 A.M.

AMSTERDAM, LONDON & ANTWERP CHUNHSANG Brit. str. R. Rodger Manila via Amoy. On 6th April, 10 A.M.

AMSTERDAM, LONDON & ANTWERP TINGSANG Brit. str. R. Rodger Manila via Amoy. On 15th inst., at 10 A.M.

AMSTERDAM, LONDON & ANTWERP LOONGSAM Brit. str. R. Rodger Manila via Amoy. To-morrow, A.M.

AMSTERDAM, LONDON & ANTWERP MAUSANG Brit. str. R. Rodger Manila via Amoy. 7th inst., Daylight.

AMSTERDAM, LONDON & ANTWERP ESANG Brit. str. R. Rodger Manila via Amoy. To-day, at 10 A.M.

AMSTERDAM, LONDON & ANTWERP DEVENA Brit. str. R. Rodger Manila via Amoy. On 6th inst., at 4 P.M.

AMSTERDAM, LONDON & ANTWERP DAJIN MABU Brit. str. R. Rodger Manila via Amoy. On 14th inst., NOON.

AMSTERDAM, LONDON & ANTWERP MAIDEUR MABU Brit. str. R. Rodger Manila via Amoy. About 2nd inst.

AMSTERDAM, LONDON & ANTWERP PALAMCOTTA Brit. str. R. Rodger Manila via Amoy. On 7th inst., at 3 P.M.

AMSTERDAM, LONDON & ANTWERP HALIMUN Brit. str. R. Rodger Manila via Amoy. On 10th inst., at 3 P.M.

AMSTERDAM, LONDON & ANTWERP TAMING Brit. str. R. Rodger Manila via Amoy. On 13th inst.

AMSTERDAM, LONDON & ANTWERP ZAPERO Brit. str. R. Rodger Manila via Amoy. On 10th inst., at Noon.

AMSTERDAM, LONDON & ANTWERP RUBI Brit. str. R. Rodger Manila via Amoy. About 11th inst.

AMSTERDAM, LONDON

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 4th April
GLASGOW and LIVERPOOL	"CALCHAS"	On 5th April
GLASGOW and LIVERPOOL	"MOYUNE"	On 14th April
GLASGOW and LIVERPOOL	"TEUCER"	On 14th April
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April
GLASGOW and LIVERPOOL	"JASON"	On 29th April
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May
GLASGOW and LIVERPOOL	"HYSON"	On 12th May

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April
GENOA, MARSEILLES and LIVERPOOL	"MACHAON"	On 20th April
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 26th May
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 22nd May
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, NAGASAKI, KORE and YOKO-HAMA	"TEUCER"	On 18th April
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW" and "YANGTSE"	On 25th April and 26th May

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS. (9-10)

Hongkong, 20th March, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"KWEICHOW"	On 3rd April
MANILA	"TAMING"	On 3rd April
CEBU and ILOILO	"SUNGKUANG"	On 4th April
SHANGHAI	"YOCHOW"	On 5th April
TIENTSIN	"KASHING"	On 6th April
NINGPO and SHANGHAI	"CHINKIANG"	On 7th April
NINGPO and SHANGHAI	"SHAOHsing"	On 11th April
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 20th April

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th March, 1906.

(11)

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING	
TAMSU VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 8th April, at 10 A.M.	
TAMSU VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 15th April, at 10 A.M.	
ANPING VIA SWATOW AND AMOY	"MAIDZURO MARU"	WEDNESDAY, 4th April, A.M.	
+ SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"ANPING MARU"	THURSDAY, 5th April, A.M.	
+ SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"SHOSHU MARU"	TUESDAY, 10th April, A.M.	

These steamers have excellent accommodation for First-class Passengers and are fitted throughout with electric light. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, 8, Des Vaux Road Central.

Hongkong, 29th March, 1906.

T. ARIMA, Manager.

(14)

HAMBURG-A-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
SCANDIA	HAVRE, BREMEN and HAMBURG	On 12th April
Capt. v. Dohren	(Calling at Singapore, Penang and Colombo)	Freight & Passengers
SENEGAMBIA	HAVRE and HAMBURG	On 18th April
Capt. Peter	(Calling at Singapore, Penang and Colombo)	Freight
SEGOVIA	HAVRE and HAMBURG	On 2nd May
Capt. Schönfeld	(Calling at Singapore, Penang and Colombo)	Freight
JSTRIA	MARSEILLES and HAMBURG	On 8th May
Capt. Girstenbri	(Calling at Singapore, Penang and Colombo)	Freight
C. FERD. LALISZ	HAVRE and HAMBURG	On 16th May
Capt. Mayordorff	(Calling at Singapore, Penang and Colombo)	Freight
SITHONIA	HAVRE and HAMBURG	On 30th May
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	Freight
VANDALIA	(Calling at Singapore, Penang and Colombo)	On 6th May
Capt. Haase	(Calling at Singapore, Penang and Colombo)	Freight

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amanities. Lighted throughout by electricity. Duly qualified doctor and stewardesses are carried.

For further particulars, apply to

HAMBURG-A-AMERIKA LINIE.
HONGKONG OFFICE, KING'S BUILDING!

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, STAMBOROUGH WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

PRINZ REGENT LUITPOLD	... WEDNESDAY	11th April
PRINZ EITEL FRIEDRICH	... WEDNESDAY	25th April
SACBSEN	... WEDNESDAY	9th May
PRINZ HEINRICH	... WEDNESDAY	23rd May
ROON	... WEDNESDAY	6th June
PREUSSEN	... WEDNESDAY	20th June
ZIETEN	... WEDNESDAY	4th July
GNEISENAU	... WEDNESDAY	18th July
BAUERN	... WEDNESDAY	1st August
PRINZ REGENT LUITPOLD	... WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	... WEDNESDAY	23rd August
SACBSEN	... WEDNESDAY	12th September

ON WEDNESDAY, the 11th day of APRIL, 1906, at Noon, the Steamship "PRINZ REGENT LUITPOLD," Captain H. Kirchner, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th April. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th April.

Contents of Parcels are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2s 0d, 2nd Class 1s 6d, 3rd Class 1s 0d.

TO SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, STAMBOROUGH TO LAND PASSENGERS AND LUGGAGE.

TO NEW YORK VIA SUEZ: 1st Class 2s 0d, 2nd Class 1s 6d, 3rd Class 1s 0d.

VIA NAPLES, GENOA or GIBRALTAR: 1st Class 2s 0d, 2nd Class 1s 6d, 3rd Class 1s 0d.

VIA BREMEN or SOUTHAMPTON: 1st Class 2s 0d, 2nd Class 1s 6d, 3rd Class 1s 0d.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passenger to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID:

THE STEAMSHIP

"OCEANA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 7th April, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,509 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Silk for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Caledonia," due in London on 19th May.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, 26th March, 1906.

POST OFFICE NOTICES.

The following may now be obtained at the General Post Office counter:
Postal Guides for 1906 30 cents each
Parcels Post Tariffs 20 cents

The *Bengaluru*, with the English mail of the 9th March, left Singapore on Sunday, the 1st instant, at 8 a.m., and may be expected here on or about Thursday, the 5th inst., at 5 p.m. This packet brings replies to letters despatched from Hongkong on the 6th Feb., and the parcel mails closed in London for despatch by the all sea route on the 23rd February, and for despatch overland on the 7th March.

A Mail for MACAO, is despatched per s.s. *Wingchau* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m. Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m. Mails for CANTON, NANTAO, SANBUE, KONOMOOF, KUMCHUK, SAMSHUI, and WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR PER DATE

SHANGHAI, NAGASAKI, KODE, YOKOHAMA, HONGKONG and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Malta, Simpson's, Friedrich Wilhelmshafen, Herkuleshafen, Matupi, Brisbane, Sydney and Melbourne
Bangkok

Europe, &c., India via Tuticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Manila, Singapore, Penang and Calcutta
Singapore, Tsin-tau and Chemulpo
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.
Mauli, Amoy and Anping
Puklo, Kowlo, Yokohama, Victoria, B.C.
Mao, Tsin-tau, Wash.
Macau
Cuba and Porto
Singapore, Rangoon and Bangkok
Shanghai and Vladivostock
Manila
Tientsin
Amoy, Straits and Rangoon
TO-DAY. Sale, Sundry Goods, Sales Rooms. Mr. F. Kien, 2.30 p.m. Sale, Household Furniture, Sales Rooms. Messrs. Hughes & Hough, 2.30 p.m. TO-MORROW. Sale, Postage Stamps, Sales Rooms. Mr. Gao, P. Lamont, 11 a.m. Sale, Frozen Rabbits, Sales Rooms. Mr. Geo. P. Lamont, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON— April 2nd.
Telegraphic Transfer 20/4
Bank Bills, on demand 20/4
Bank Bills, at 30 days' sight 20/4
Fen Bills, at 4 months' sight 21/1
Credit, at 4 months' sight 21/1
Letter of Bills, 4 months' sight 21/1
ON PARIS—
Bank Bills, on demand 25/8
Credits, at 4 months' sight 26/2
ON GERMANY—
On demand 21/0
ON NEW YORK—
Bank Bills, on demand 50
Credits, 60 days' sight 50
ON HONGKONG—
Telegraphic Transfer 15/4
Bank, on demand 15/4
ON CALCUTTA—
Telegraphic Transfer 15/4
Bank, on demand 15/4
ON SHANGHAI—
Bank, at sight 7/1
Private, 30 days' sight 7/1
ON YOKOHAMA—
On demand 10/4
ON MANILA—
On demand 10/4
ON SINGAPORE—
On demand 11/4 p.m.
ON BATAVIA—
On demand 11/4
ON HAMBURG—
On demand 31/3 p.m.
ON FAIRFORD—
On demand 31/3 p.m.
ON PANGKOK—
On demand 32
SOVEREIGNS, Bank's Buying Rate 9/7
GOLD LEAF, 100 fine, per tael 50/80
BAR SILVER, per oz. 29/2

OPIUM.

April 2nd.
Quotations are— Allow'd not to 1 cent.
Malwa New 19/0 to — per picul.
Malwa Old 16/0 to — " "
Malwa Older 10/0 to — "
Malwa V. Old 1/15 to — "
Persian Esqually 1/00 to — "
Persian extra fine 1/05 to — "
Patna New 38/7 to — per chest.
Patna Old 37/0 to — "
Banaras New 38/5 to — "
Banaras Old — to — "

PASSENGERS.

ARRIVED.
Per *Toulin*, from Manila, Mr. Stephens. Per *Lozang*, from Kobe, Mr. P. E. Sturton.

Per *Toulin*, from Hongkong from Yokohama, Mrs. Gilon, Mr. J. Cauenberg, from Kobe, Messrs. A. Kuhn, Wibida, Komiza, Hirata, Hiramata, Aku, and Wakachi, Miss Apiri, from Shanghai, Messrs. K. Kowaki and Liddle, Mr. and Mrs. Garth and infant, Messrs. P. Swenson, Lundholm, Blund, Mcar, Odseta and Isidore Kropp; for Saigon from Yokohama, Mrs. H. A. Becker and infant, from Kobe, Messrs. Baucourt and Soeon, Miss Apiri; from Shanghai, Marque, Henri, Messrs. Zoumarcha, Seabonika and L. van Chao; for Singapore from Kobe, Mr. Y. Yonoi; from Shanghai, Mr. Zerner, Mr. and Mrs. P. Goldberg, Messrs. R. Freeman, H. Baker, Mrs. Kodai, Mrs. Matsumoto, Messrs. Salomon and Hayes, Mr. Wada and son; from Yokohama for Batavia, Messrs. Kawasumi and Sakai; for Marseilles, Mr. A. de Lanzen, Mr. and Mrs. R. Leroi, Mrs. Biakart and infant, Messrs. de Maray and Steamakers, Mrs. Fique, Mr. Agurumi y de Salis, Rev. Isidore Beyer.



SHIPPER, CUTLER, PALMER & CO., LONDON AGENTS
LANE, CRAWFORD & CO., HONGKONG

JOINT STOCK SHARES.

Hongkong, April 2nd.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Banks—		
Hongkong & Shau.	\$125	\$860.
National H. of China	25	\$40, buyers
Hell's Albatross E. A.	12s. 6d.	\$74, sellers
China-Hongkong Co.	\$12	\$64, buyers
China Light & P. Co.	\$10	\$59, buyers
China Provident	\$10	\$50.
Cotton Mills—		
Ewo.	1s. 50	Ths. 64, sellers
Hongkong International	\$10	\$114, sellers
Laon King Mow	1s. 100	Ths. 674.
Soyches	1s. 500	Ths. 300.
Dairy Farm	\$6	\$16.
Docks and Warehouses—		
Farmbank, B. & Co.	1s. 100	Ths. 118, buyers
H. & K. Wharf & G.	\$6	\$100, buyers
H. W. Dock	\$100	\$100, buyers
New Amoy Dock	\$102	\$104, buyers
Shai & H. Wharf	1s. 100	Ths. 212, x. d.
Fenwick & Co., Geo.	\$25	\$21.
Island Cement	\$10	\$30, sellers
Hongkong & C. Gas	\$10	\$176, buyers
Hongkong Electro	\$10	\$104.
Do. New	\$10	\$16, sellers
H. L. Trauways	\$100	\$215, buyers
Hongkong Hotel Co.	\$6	\$133, buyers
Hongkong K. Co.	\$25	\$230.
Hongkong S. Waterboat	\$10	\$10, sellers
Insurance—		
Canton	\$30	\$325, buyers
China Fire	\$25	\$86, buyers
China Traders	\$25	\$57.
Hongkong Fire	\$20	\$344, buyers
North China	25	1s. 92.
Union	\$100	\$793.
Yangtze	\$100	\$180.
Land and Building—		
Hongkong Land Inv.	\$100	\$116.
Humphrey's Estate	\$10	\$114, sellers
Kowloon Land & B.	\$80	\$39, buyers
Shanghai Land & B.	1s. 50	Ths. 118, sales
WestPoint Building	\$30	\$63, sellers
Mining—		
Charbonnages	Fr. 250	\$490.
Kauts	Fr. 10	\$3, sellers
Philippine Co.	10	\$64.
Refineries—		
China Sugar	\$100	\$182, sellers
Luzon Sugar	\$100	\$25.
Steamship Companies—		
China and Manil	\$25	1s. 84, sales
Douglas Steamship	\$50	\$41, sales
H. Canton & M.	\$15	\$25, sellers
Indo-China S.N. Co.	\$10	\$94, buyers
Shell Transport Co.	1s. 24	buyers
Star Ferry	\$10	\$22, buyers
Do. New	\$5	\$23, sellers
Shanghai & H. Dying	\$50	\$50.
South China M. Post	\$25	\$20, sellers
Steam Laundry Co.	5	\$7, sellers
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$36.
Powell & Co., Wm.	\$10	\$11.
Watkins	\$10	\$6, sellers
Watson & Co., A.S.	\$10	\$13.
United Asbestos	\$5	\$9.
Do. Bourd's	\$10	\$160.

VERNON & SMYTH, Brokers.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

Wm. P. BLAKE, Manager.
Hongkong, 18th November, 1901.

147

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS OFFICE.

The only office in China having European taught workers equal to home work.

IRON MERCHANTS.

SINGON & CO., IRON, STEEL, METAL and HARDWARE MERCHANTS, Wholesale and Retail IRONMONGERS, PIG IRON and FOUNDRY COKE IMPORTERS, GENERAL STOREKEEPERS and COMMERCIAL AGENTS.

35 & 37, Hing Loong Street (1st Street West of Central Market), Telephone No. 515.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS.

COURT OF DIRECTORS.

A. HAUPT, Esq., Chairman.

Hon. Mr. C. W. DICKSON—Deputy Chairman.

E. Goetz, Esq.

C. R. Lerzmann, Esq.

G. H. Medhurst, Esq.

D. M. Nissim, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER, Hongkong—J. R. M. SMITH.

MANAGER, Shanghai—H. E. Hunter.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent.

Do. 6 months 3 1/2 per cent.

Do. 3 months 3 per cent.

Do. 1 month 2 1/2 per cent.

Do. 1 week 2 per cent.

INTEREST ALLOWED.

On Current Accounts 2 per cent. per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per cent. per annum.

Do. 6 months 3 1/2 per cent. per annum.

Do. 3 months 3 per cent. per annum.

Do. 1 month 2 1/2 per cent. per annum.

Do. 1 week 2 per cent. per annum.

INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months 4 per cent. per annum.

Do. 3 months 3 per cent. per annum.

Do. 1 month 2 1/2 per cent. per annum.

Do. 1 week 2 per cent. per annum.

INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months 4 per cent. per annum.

Do. 3 months 3 per cent. per annum.

Do. 1 month 2 1/2 per cent. per annum.